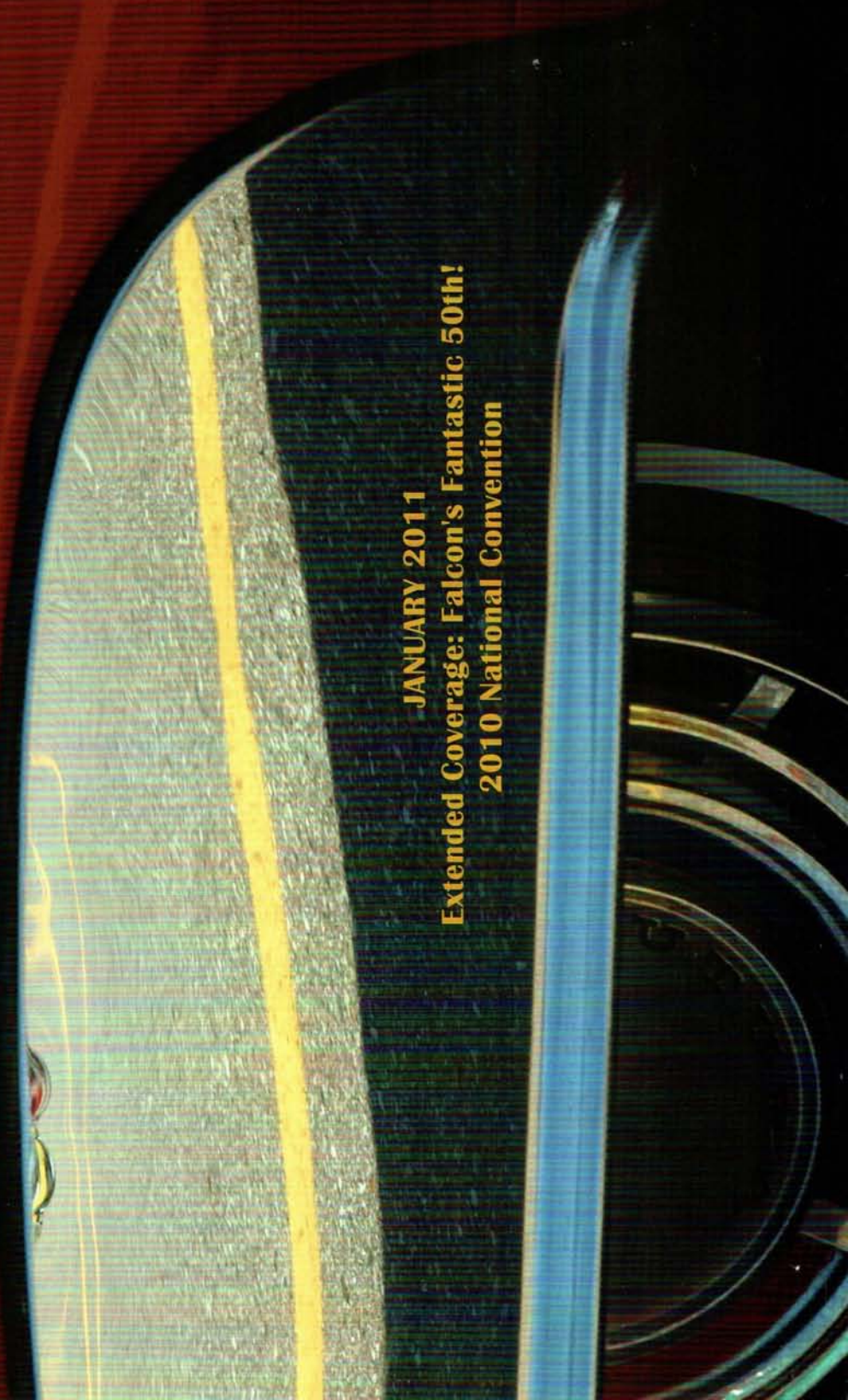


The National Falcon News

The Monthly Magazine of The Falcon Club of America



JANUARY 2011
Extended Coverage: Falcon's Fantastic 50th!
2010 National Convention

Cover: Extended Convention Coverage

There was so much convention coverage! And so little room! So we've decided to run more in this issue—and in February.

This issue covers Dick Harrington's very popular hands on Tech Session as well as a look at the folks and Falcons on the show field.

Next month will feature Field Correspondent Rainer Hantschel's look at the affair and comprehensive coverage of the valve cover races. They're getting so competitive!

Use this opportunity to sign up for this year's meet in Steamboat Springs, Colorado. Plan your vacation around it, the area is majestic with lots of good hiking, shopping, dining and family activities.

Think your Falcon should be on the cover of *The National Falcon News*? Send high resolution digital files (300 dpi at 100%) to the Editor, along with a few paragraphs about you and your Falcon.



January 2011



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FALCON



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Fly Around Corners with Your Falcon!

W

When you already have the front end apart for improving the brakes it's a no-brainer to make sure that besides stopping, you can maneuver the corners without feeling as though you are in a mush bucket. The body of this article was first printed in 1985 by Don Odiome of Redwood City, California, so you might need to do a little additional research for parts before starting this project.

The first time I test drove my prospective new 100,000 mile plus baby blue 1965 Falcon Sprint with the 289 V8, I was thrilled at the straight line performance in comparison to my anemic diesel Rabbit. When I came to the freeway entrance and turned the corner my love affair was quickly over. What an outdated, ill-handling mush mobile! Once I bought the one owner car, I started in on a series of calculated steps to enhance the handling to suit an autocross, some open track events with other clubs and normal street driving. You may want to stop at one of the earlier steps taken in this article depending on time and budget.

I concur that my 1965 Shelby Mustang and one show car is plenty, so the Falcon is mildly modified. If you have a V8 Falcon of 1964–65 vintage then the changes listed will bolt right up. Consult your local parts man for earlier or later cars. The Falcon is just too softly sprung to keep up with today's muscle cars. Add to that twenty years of road miles, and there is a good chance that just the replacement of tired parts will markedly improve performance of the suspension.

If you have already put on oversize rims or tires, hopped up the motor, or added stiffer front springs, then you know what understeer is all about. Understeer is when your Falcon tends to go straight ahead instead of turning when you wrestle with the steering wheel. Oversteer works the same, but will kick out the rear end first. The NASCAR guys call this pushing and being loose. Here is a list of how some of the adjustable suspension items can influence handling:



	Causes Understeer	Causes Oversteer
Front tire pressure	lower	higher
Rear tire pressure	higher	lower
Wheel camber	positive	negative
Front springs	stiffer	softer
Rear springs	softer	stiffer
Front sway bar	thicker	thinner
Rear sway bar	thinner	thicker

The introduction of the Mustang, based loosely on the Falcon, may have been the reason for an eventual loss of the Falcon marquee, but it is a great aide to those of you that want to find inexpensive performance parts for your Falcon. For example, nearly all of the manual steering components of the Mustang will interchange—A arms, tie rod ends, etc. I started out with a set of rear and front Koni shocks for the 1965–66 Mustang. The rear bolts right up, and with the purchase of a junk yard set of shock towers for five dollars, so do the fronts. The rear springs are the same length on early Mustangs, but the advantage is that they feature one extra leaf. Four leaves go a long way toward taking the wallow out of the rear end. The Ford shop manual will guide a beginner through this step and will take about three to four hours for a first timer with a set of sockets, Liquid Wrench applied the day before will loosen up any rust; you will need a floor jack, and, of course, two jack stands for safety.

After a short test drive you will find the front sway bar to now be totally inadequate, but the car will handle better

—Continued on page 20

Extended FCA Convention Coverage

Dearborn National Tech Session

By Dick Harrington

Photos: Frank Servas & Wally Peterson

T

he Falcons 50th Anniversary at Dearborn, Michigan was my second opportunity to present a tech session.

This year Dearborn Classics stepped forward and sponsored the event by donating a complete Pertronix ignition system. The ignition system was part of the annual raffle at the national event and the winner was Sean Reisdorf. Sean just happens to teach automotive technology in Detroit. Sean's number was selected early Friday evening; the drawing was on Friday so the car could be examined prior to the Saturday morning tech session. Sean had just bought a 1962 Falcon to have a car that he could show his students what "old school" automotive technology was.

Note: In today's automotive technology education, students do not see timing lights, points or carburetors, instead its computers and fuel injection. I was somewhat intimidated by the fact that I would be demonstrating on an automotive instructors vehicle; fortunately Sean had not dealt with a points based ignition system in a while and was looking forward to the event. Sean asked if he could bring a couple of his students along and I then suggested that the students could do the Pertronix installation.

The Pertronix ignition module (Igniter) is a direct replacement for the points and condenser and will eliminate the need to tune up the distributor. The Igniter will also deliver a more accurate and hotter spark. This benefit of this is faster starts, more efficient combustion and no need to adjust timing or dwell. Installation is quick and easy, or so they say.



—Continued on page 9

Amanda and Ryan learning "old school"!

President's Message: Chuck Beason

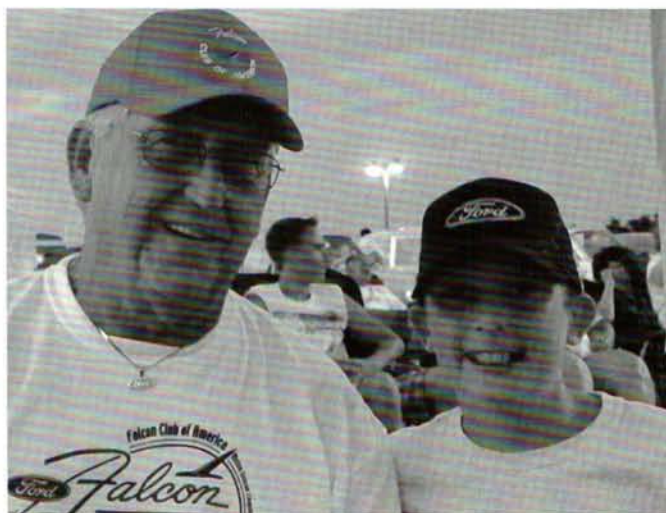
Our 2010 schedule was very busy with FCA Chapters hosting six Regional Meets around the country and the Metro Detroit Chapter hosting a very successful National Convention in Ford Country celebrating the 50th Anniversary of the Falcon automobile. On behalf of the Officers of the Falcon Club of America, I would like to express our appreciation to each Chapter that hosted a Regional Meet and to the Metro Detroit Chapter for hosting the National Meet. I would also like to extend a special thank you to our Membership for supporting these events and making them a success. I know with your continued support we will have another great Falcon year in 2011.

We are currently working with Ford Motor Company in hopes of obtaining benefits for the Falcon Club of America. As you know, our Club Store now offers some official Ford merchandise and will have more to offer later this year. Stay tuned for more news and developments.

Currently there are Regional Meets planned for 2011 in March in the Pensacola, Florida area, May in the Tulsa, Oklahoma area, in August in the New England area and in August in the Mid-Atlantic area. Look for more details for the Regional Meets in future issues of the National Falcon News and the Events section of www.falconclub.com.

Don't forget to mark your calendar for July 14-16, 2011 to join us in the "Stampede to Steamboat" for the 32nd Annual National Convention of the Falcon Club of America. Check the web site, www.mile-hifalconclub.com of the Mile Hi Chapter for registration form, hotel information and more. Members of the Mile Hi Chapter are busy with plans for a great weekend in July 2011. We look forward to seeing everyone there.

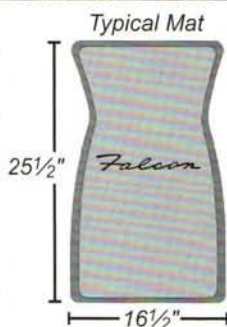
-Chuck & Carolyn



Chuck Beason with grandson Alex Hightower at 2010 FCA Nationals
Chuck says, "Take a kid to a car show!"

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NOTE: Please ask for a color sample as floor mats are special-order and non-returnable. Please specify loop or cut pile when ordering.

Emblems are available on front mats only.

Falcon

54

Futura

262

Sprint

137

Ranchero

91

Comet

129

Cyclone

133

Racing

282

136

111

207

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Classified Advertising

How to Advertise In The National Falcon News

Email your classified ads to: wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver and much appreciated. Please use dollar signs! (\$).

Make your ad look like this:

1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

Not like this:

* 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastn pennsylvania

To Advertise: FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20 and will run for two months. Please keep the text close to 50 words. Ads over 50 words may be edited for length. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. each. Ads must follow the same guidelines as member ads. Photo ads are an additional \$20. Payment must accompany the ad, with check payable to the Falcon Club of America.

All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS! If you have Internet access, please email ads to wcrosby62@sbcglobal.net. Ads must be received by the first of the month for the following month's issue. The FCA reserves the right to refuse advertising from any person or business.

ALL ADS MUST INCLUDE YOUR LOCATION.

IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.

NEW!

Please Note! If you send your ad by snail mail and include an email address, the ad will run but the email address will not. Please email your ad to insure that the email address is included with your ad. Photos may be emailed and payment mailed to the address above.

Miscellaneous For Sale

1964-65 Ranchero parts. Five piece stainless bed trim set, \$300, used, nice condition. A pair of tail light buckets, \$60, no dents, sprayed with chrome paint and they look quite nice. Also, chrome rear bumper for any 64-65 falcon in very nice, used condition, \$170. Photos on request. Joe at 630-469-6899. IL.

Resort condominium available in Steamboat Springs, just in time for the Falcon Stampede. This unit is a two-bedroom resort condominium by Wyndham. It features a fully stocked kitchen (plates, utensils, coffee pot, etc.), two full bathrooms and laundry facility inside the unit. The living room features a gas fireplace, entertainment center and a Murphy bed for an additional two people (6 total). Outdoors there are many amenities such as locked underground garages, barbecues, 2 swimming pools and other recreation. Inside the main facility there is a workout room, sauna, spa and an office with computers for your business needs. Trailers and RV's are not allowed in the parking area, but car trailers may be parked at the event site. \$1200 for seven days. July 10 check-in. July 17 check-out. Share cost with another Falcon traveler. Call Ted at 970-314-2498 for details. Or inquire at tedra82@bresnan.net. CO.

1965 Falcon Service Manual. Given as a gift and in excellent condition, can also email pictures. \$25 plus shipping, Art Dammers art327@cox.net 860-966-8765. CT.

KEYS. NOS (Original) Keys and Gold Plated Keys for Falcons and all Ford Models. Many of those hard-to-find keys and lock cylinders. Keys cut by code, inquire with Year, Make and Model. We stock POR-15 Restoration Products. JESSER'S CLASSIC KEYS, 26 West Street, Dept. FCA, Akron, OH 44303. Phone: 330-376-8181, Fax: 330-384-9129. www.jessersclassickey.com.

After much research, I have found that no one out there is currently making a hard fiberglass tonneau cover for 1960 to 1965 Rancheros. However, I have found a manufacturer who will make a mould for us if we can put together 10 people who will order a cover. The covers look great, save gas, and help prevent rust under the removable bed panel as water never even gets down there. If you are interested, please get back to me and with your contact info. If there is sufficient interest we will take the next step. Contact Roy Lewis, mercuryfree@earthlink.net or 925-366-7555. CA.

Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Hardcover Falcon history book \$39.95. Alex Voss 4850 37th Ave. So. Seattle, WA 98118. 206-721-3077. Alex@books4cars.com.

Miscellaneous Wanted

Looking for 1963 Falcon promotional toy. Must be in good shape. Any color but red. Contact Elroy Zimmerman, 208-453-5139. ID.

I'm looking for the following items: Red 1964 Falcon Convertible promotional model, 1965 Falcon Sprint model, 1964 or 1965 Falcon literature and collectables. Call Stanley at 978-355-4086 or falcon277@juno.com Will Consider Trades. MA.

Parts For Sale

Windshield out of a 1962 Falcon four door. No chips or cracks. \$75. Don, 704-616-7395. NC.

A set of four NOS 13" Five lug wheels and Tires. wheels are genuine FoMoCo NOS wheels from Dennis Carpenter. Tires are Firestone FR 410 All Season,

P185/80R13. Wheels and tires have less than 200 miles on them, Like New Condition. \$175. Contact, Larry Kaluzny 248-676-0770 or micowboy@comcast.net Milford, MI.

1963 Falcon/Comet 6 cyl. Equalizer bar with rod \$65. 1963 Equalizer bar \$25. 1963-1965 Falcon/Comet four speed equalizer bar \$85. Two barrel intake 289 date code \$55. 1963 Falcon hood ornament, new chrome, show ready \$225. 1963 hood ornament, good condition \$95. 1963 Falcon hood ornament, needs to be chromed \$45. 1964-1965 Falcon hood ornament \$55. 1965 Falcon gas cap \$45. 1963-1965 new brake pad \$15. 1963-1965 Falcon sprint air cleaner, new chrome, new element and black base \$220. 1963-1965 thermostat housing \$10. 1963-1964 Falcon/Comet t-10 transmission \$399, should be checked out. 1963-1965 T-10 shifter new chrome \$199. 1963-1965 T-10 shifter assembly with linkage \$225. 1964-1965 6 Bolt bell housing with backing plate \$125. 1963-1965 Falcon/comet four speed tunnel hump, black powder coated \$199. 1964-1965 Falcon stone deflector \$125. 1964 Falcon horn ring \$45. Ford 9" housing \$150. More Falcon parts please call or e-mail with needs. Vic Falcone 518-355-7756 or vfalcon64@aol.com. NY.

1994 GT Mustang heads, cast # E7TE, date 4C30, one pair \$100. 1994 351W heads, cast # E7TE, dates 4B16 & 4B18, one pair \$100. N.O.S. rear brake drum, part # CODZ-1126-B \$80. N.O.S. road draft tube, part # CODE-6758-A \$15. N.O.S. taillight lens, part # CODF-13450-A \$30 Keith Litteken 314-351-1789 or kslitteken@aol.com, MO.

1965 Falcon Sprint Clutch linkage parts. Z-bar, return spring, Support bracket, Center Force clutch disc, pressure plate and throw out bearing . Steel flywheel with 157 tooth ring gear All parts are in

good usable condition \$200 Call Pete at 551-404-8992 or jflan63@aol.com. NJ.

16 year collection of Falcon parts for sale. 1963 NOS Grille excellent condition \$1000. 1960 NOS grille \$300. 1960 good used grille \$70. 1964 good used grille \$125. 1965 good used grille \$125. 1962 bucket seats \$450. Four 1965 four door sedan doors \$75. 1963 Sprint 260-V8 motor \$350. Call Stanley at 978-355-4086 or Email falcon277@juno.com Will Consider Trades. MA

1963 170 6 cyl. engine w/transmission, \$400. Two intake manifolds for small block Ford. 2- 4 bbl, \$75 and \$35. One new water pump for V8, \$35. One two-speed transmission, \$125. Bill Kecses, 248-887-4849 or jbkecs@netzero.net. White Lake MI.

Set of four Falcon wire wheel spinners and centers - off my 14" wheel 65 Falcon Convertible. This is a very nice driver set and can email pictures. \$85 plus shipping, Art Dammers art327@cox.net , 860-966-8765. CT.

I have a large collection of parts for a two door 1964-65 Falcon. I have small parts like moulding clips to big parts like body panels. Nice set of 1964/65 Comet Cyclone HT doors, no trim holes. And V8 engines, all run 260 Sprint motor, 289 5 bolt, 302 roller motor 351 clev with 4 barrel intake and a set of Hooker headers that fit engine of 1960 Falcon, Comet. Four speed t/10 tranny with new Hurst shifter. Several sets of 1964 side molding sets—nice. Sprint tail panels and Futura. Convertible frame plate hold the frame rails. Four speed steering columns. Sprint steering wheel. Padded dash and chrome for the dashes. Chevrons. Arm rest. New window fuzzies. I could go on and on. If you need anything for a 1964-65 Falcon, I probably have several. Cleaning out shop, need to be able to move around.

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WEB SITE

www.falconclub.com



Extended FCA Convention Coverage

Dearborn National Tech Session

—Continued from page 4

Sean, his Falcon, Amanda and Ryan were all ready to go at 7:00 AM on Saturday morning. The perfect classroom was provided by the host hotel: indoors air conditioned and well lighted. With Amanda and Ryan doing the heavy work and Sean keeping a watchful eye, I had the luxury of being able to explain what was happening and answer questions. The first glitch happened when Amanda and Ryan could not get the distributor free—no problem! Just install the Pertronix unit in the distributor with out removing it.

Ryan and Amanda made quick work of the Ignitor and moved on to installation of the coil and ignition wire set. It was time for Sean to fire it up. Guess what; it would not start.

After re-checking everything, it still would not start. Did I mention that Friday night Sean felt the car was a little sluggish? A timing light was attached and the search for the timing mark on the crank pulley began. Once the timing marks were located on the pulley, it was obvious that the engine was a long way off on its timing. The timing marks could not be picked up when the timing light triggered. The distributor had to be freed up. A search for a large pair of Channellock pliers began. Once the pliers arrived the distributor was freed the engine was timed. I estimate it was about 30 degrees retarded. It ran like a clock after the timing was adjusted correctly.

What was supposed to be a one hour tech session ended up taking three hours, but we all had fun.

In trying to cover all the bases, Dearborn Classics sent two Igniters, one for a six cylinder and one for an eight cylinder engine. Trevor Berge, owner of Dearborn Classics told me to sell the extra one. The price was 10% below list and it was purchased by an audience



The Igniter and magnet sleeve are installed.

member. When Trevor was contacted about the sale, he donated the money to the Falcon Club of America.

I contacted Sean in late August to ask how his Falcon was running, his reply was: "Falcon is still running, though I don't take it out much because I bought it just as a project vehicle for the 2010–2011 school year."

I sure would have loved to have a shop teacher like Sean.

Trevor Berge of Dearborn Classics donated the Pertronix stuff, including a V8 and an I-6 module as well as an ignition wire set and a high performance ignition coil. Since we were only doing one car, we knew we would have an extra ignition module. Trevor gave me permission to sell it at 10% of list; a member bought it for \$72. When I got home I emailed Trevor to tell him I sold the extra module and ask him about sending him the money. He donated it to the Falcon Club of America and I then forwarded a check to Pam Dinzebach, FCA Treasurer. Dearborn Classics continues to show an exceptional level of support to the FCA.

—Dick Harrington



Searching for the timing marks.



Sean is watching over Ryan and Amanda. Did you ever try to get a couple teenagers up on Saturday morning at 6:00 AM? They must love Sean.

Classified Ads

—Continued from page 7

Prices are reasonable. Bob Clark, 412-780-1562, Western PA.

New aluminum 1965 Falcon rear trunk trim. Triple chrome plated, show quality, \$695. or \$795. detailed. 1963-65 bucket seats, \$595. 1963-65 convertible bucket seats, \$695. 1960-65 Ranchero rechromed Bet set, \$595. Inside 1963-65 rechromed windshield set, \$395. Todd Hathcock, 704-502-9341. NC.

Kellogg's Garage monthly special: NOS 1962 deluxe wheel covers (also 1963 Squire) set of four, still in the box, minimal shelf wear: \$225 + shipping. We have parts for 1960-70 Falcons here in high, dry Colorado. Contact Lenny Kellogg, 970-593-1964 for info or lenkellogg@lpbroadband.net.

Fordomatic 2-speed rebuilding kits with gaskets, O-rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$135. Specify engine size and year. Bands \$45. each exchange, adjustable modulator \$15. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, 56 Dale Street, Needham Hgts., MA 02494-1218. 781-449-2065 anytime. www.autotran.us.

Parts Wanted

Wanted: Front grille for 1964 Falcon Sprint. Have a 1965 grille on my car and want to replace it with the correct grille. Will pay cash or swap grilles. Contact Sid Gesh at 775-852-2166 or sidgesh@yahoo.com. NV.

Wanted: 1964/1965 Falcon tear drop hood. 1964 Falcon two door sedan red front bench and rear seat. Small Block Ford Dual Quad set up. Call Stanley at 978-355-4086 or Email falcon277@juno.com Will consider trades. MA.

1963 Falcon Deluxe two door wagon parts. They must be in excellent condition either NOS or used: front bumper, grill, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, power tailgate window parts, etc. Keith Litteken, 314-351-1789 or kslitteken@aol.com. MO.

Looking for an overdrive unit for a Fordomatic two speed automatic transmission. This unit was manufactured by the E. J. B Company of San Gabriel California in 1961. It was called "Honamatic" by the manufacturer and it bolts on to the rear end of the transmission. Please call Joe Tatti in Ontario Canada at 905-335-2834 after 6:00 pm EST.

I am looking for 1970½ Falcon Wagon third row seat, Torino or Fairlane should also work. Seat folds back against the rear seat. Contact Steve 330-263-6503 or woofalcon@yahoo.com. OH.

1964 Ranchero rear driver side quarter panel. Also need one piece of chrome trim for the rear Ranchero quarter panel. Althea Fleeman, 731-607-5775 or e-mail to altheasls@yahoo.com. TN.

I have a 1962 Ranchero missing the jack base. It is a type 4. Would anyone have an extra or one you would get rid of? Contact Bob at robertdbf@sbcglobal.net or 608-873-8937. WI.

Needed: Tailgate window lift motor for 1965 Falcon Sedan Delivery. I have a core for exchange, or would send unit to be rebuilt. If anyone knows of a company that will rebuild these units please send me an e-mail with company info. Contact Ed Jackson at 989-289-2547 or eddebrns@gmail.com. MI.

I am looking for an overdrive unit for a Fordomatic two speed automatic transmission. This unit was manufactured by the E.J.B Company of San Gabriel California in 1961. It was called "Honamatic"

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We now have 1960-65 Falcon four door seat covers and door panels!



by the manufacturer and it bolts on to the rear end of the transmission. Please call Joe Tatti in Ontario Canada at 905-335-2834 after 6:00 pm EST.

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Falcons Wanted

Wanted: 1960-65 Falcon Deluxe four door wagon. Prefer about #2 condition and power steering. Please send pictures and details to Edmonds, 422 Virginia Ave., Louisville, KY 40222. Ed Edwards.

Falcons For Sale



Bad health forces me to sell my latest restoration project, a 1960 Falcon two door Ranch Wagon. Original 144 CID engine runs fine. All mechanical, body and three stage paint work done by profes-

—Continued on page 14

WHERE'S MY AD?

Remember, ads must be resubmitted each month in order to run. Please do not email the Editor and ask to "run my ad again" without sending the full text of the ad as you would like it to appear and your name, location, phone number, and price.

Got Internet? Use it! Please submit your ad by email and take care to spell and punctuate correctly. If you send an ad by snail mail that includes an email address, the ad will run, but the email address will not.

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Extended FCA Convention Coverage

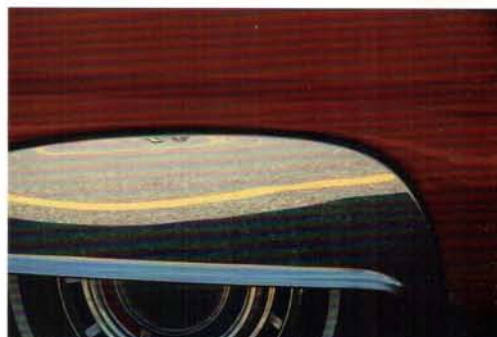
V You asked for it! More coverage of the 2010 FCA National Meet in Dearborn, Michigan in July of 2010, that is. Last month's issue featured the most comprehensive coverage of the Class and First Place winners that FCA members have seen for a long time. Congratulations and many thanks to the Metro Detroit Chapter for making it happen.

The Editor's email inbox is already itching, however, and asking why there isn't more general coverage of the event in Dearborn, a historic return to the Falcon's beginnings?

For those so inquiring, here you have it...

My experience as Editor tells me that whenever peoples' winning cars aren't included, I will hear about it. Who takes those, anyway? Have you sent yours in?

Due to an increased number of classes because of the addition of the Lite Modified Classes, the December issue was an expanded issue designed to include all the winning cars. Whenever the "general" shots of the convention are slighted, including photos of people and their Falcons, once again, I hear about it.



—Continued on page 24

Vendor area was hopping! Best in years with good access from the show field

Dearborn, Michigan 2010 National Meet



Take a young lady to a car show!



That's a lot of car shows!



Jim Knapik got it fired up for the first time! With former FCA prez Steve Springer.

Classified Ads

—Continued from page 11

sionals. Needs some finish assembly be be show class. I have all the parts to finish the car. Price is what I have uinvested, not including labor. Located in NW CA, originally from dry Warm Lake County, CA. It had only minor rust and no bends. Stripped and primed and painted metallic blue, near factory color. Call for more info, photos available. All the hard work and hassle is done! Price firm, \$12,000. M. E. "Red" Burke, 707-964-4305. Let it ring!



1961 Falcon four door wagon. Gas mile-age special: rebuilt 170, 4 speed overdrive transmission, 3:55 Maverick rear axle. Many new parts on a good, solid Colo-rado body. \$3500. OBO. For a complete listing of work, new parts, and detailed pictures email or call Lenn Kellogg at Kellogg's Garage. lenkellogg@lpbroad-band.net, 970-593-1964. CO.

1961 Ford Falcon two door. 22,000 origi-nal miles, silver in color, great car drive any where. New tires, re cored radiator, rebuilt carb, new hoses, belts and more 5,500.00 Write fordfalcon68@msn.com for pictures or call 260-482-7399.

1961 Ford Falcon, two door sedan, 6 cyl-inder stick. Runs and drives great. Clean, new tires, nice paint job, blue. Beautiful new chrome bumpers. The interior is black and newly upholstered bench seat, new headliner and sun visors. Cute car! \$4750. Call Bernie, 724-691-6671 or bsummit727@hotmail.com. Western PA.



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C80Z-5422917-B **\$15.00**



1960-63 Falcon 2 & 4 dr sedan outside door handles. LH & RH
C0DZ-6422404-PR **\$110.00pr**



1962-63 Falcon fender ornaments
C2DZ-16178-PR **\$125.00pr**



1960-65 Falcon RH vent window handle
C30Z-6222916-A **\$20.00**



1960-65 Falcon LH vent window handle
C30Z-6222917-A **\$20.00**



1964-66 Falcon outside mirror. LH or RH
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1956-74 "Mustang Top" Ignition coil. Looks like the original FORD 12V coil.
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1962 Falcon two door sedan. It has a 1961 grille and front bumper. This car was completed 10 years ago. I put about 2000 miles on this car in those 10 years. The body is good and solid with no rust. The engine is a 351 Windsor, bought new, in a crate from Ford. The frame is full, front to back, with a full roll cage. It has a Mustang II front end and a narrowed 9" rear end (4:57 posi) and a four link suspension. It's a C-4 automatic with a Hurst QuarterStik shifter with a Line-Lock. Both the driver and passenger seats have Simpson five-point harnesses. Disc brakes; Mustang II in front, Continental on the rear. Aluminum radiator and Optima battery. 15 gallon fuel cell in the trunk. The car has a clear title. Reason

for selling; it's time to move on, time for a change. I want to buy a different car to enjoy as much as I did this one. This is a fun, great looking, running and driving car that gets lots of attention. I will answer all questions. John Erickson, 402-203-0408 or johnerickson54@yahoo.com. Asking price; \$35,000. NE.

1962 Falcon four door sedan, 144 CID, auto. Clean and straight, no rust or bondo. 31,177 miles, good tires and brakes. Red and white exterior, red and silver interior. OE Shop Manual, many extra parts. I also have the title. Asking \$6000. Write for more information. Vernon LeDuc Jr., P.O. Box 1454, Keystone Heights, FL. 32656-1454.

This 1962 Falcon 2 door Sedan has a 170 CID 6-cylinder automatic trans with 21,000 original miles. A near-mint condition classic with a straight chassis and solid body, the color is silver moss. Excellent interior, glass, and trim. Drive

it anywhere! Asking \$8,500 OBO. Email Paul M. at Falconfan62@verizon.net for other photos and details. MD.



"Gracie" my beloved 1962 Ford Falcon Station Wagon needs a new home---always planned to restore her but it just isn't happening and she's gone past the point of restoration. But she would be great for anyone restoring another car and needing parts! I know how difficult it was to find parts while I was driving her! I would prefer to sell her whole rather than part her out. More pictures available upon request. Many great parts, too many to list. Motor: 170 Special, Automatic transmission. Floorboards/frame rusted through Make a reasonable offer based on existing parts. donnalouise55@fairpoint.net or 207-740-7015. ME.

1962 Falcon four door sedan. Totally restored with less than 1000 miles. Needs wheel cylinders due to lack of use. \$5000 OBO. Call Roger 804-776-7246 or 703-819-5050. VA.



1962 Falcon four door sedan. Low mileage, 73,000 original miles. Used by Editor as a daily driver for 10 years. New engine and transmission in 2007. 170 CID automatic. Interior seats very nice, floor mats. Glass and body very good and straight. Headliner needs replacing. A great running and driving car, reliable for daily use. \$3000. Contact Wendy by email at wcrosby62@sbcglobal.net. KS.

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—Continued on page 17

MISSOURI REGIONAL MEET: BRANSON!

BY LINDA CRAWFORD

The Regional Falcon Meeting in Springfield, Missouri was held October 29th and 30 of 2010. There were over 50 registrations with many chapters represented including Gateway, Founders, Sooner State, Wheat State, Tennessee Valley and Mid America. The Indian summer weather held through the weekend making it an outstanding late fall event. Jim and Diane Hatcher won the "Best of Show" as voted by the registered vehicle owners.

On Saturday, it was announced that there will be a new chapter formed in the Springfield area. This is great news for FCA as Falcon owners continue to grow.

—Linda Crawford (FCA #12229)
Topeka, Kansas



Classified Ads

—Continued from page 15



1963 Falcon Futura sport coupe. 20K miles on outstanding rebuilt 260 V8. Always garaged. Excellent original interior and rust-free metal. 135K original miles. All mechanics new or rebuilt. New tires/brakes. Runs perfectly. Corinthian white paint. Won best original at show. Asking \$9800. Can e-mail images. 206-542-8899 or jmesher@yahoo.com. Jim Mesher. Shoreline, WA.

I have a 1963 two door sedan V-8 conversion project for sale. 302 with C4. This is a solid car with lots of parts. Clear MA title. This car is currently not running. This would make a great gasser. \$2800 or best reasonable offer. Call Stanley at 978-355-4086 or falcon277@juno.com Will Consider Trades. MA.



1963 Falcon Sedan Delivery, good body but needs floor pans, good glass. Six cylinder, three speed on column, current tag and title. Very complete car but needs total restoration. More photos available. \$1950 OBO. Ron Mixon, 405-226-6894. OK.

1963 Falcon post tudor sedan. Converted to 302 with AOD by previous owner. Granada front disk brakes, 8" rear with 5 bolt, power steering, 600 Holley, Ford aluminum intake, serpentine belt set-up, electric fan, dual master cylinder, dual

exhaust, front and rear sway bars, air shocks, new plane front and rear door/side panels, 195/70/14 tires and more. Asking \$7900 OBO. Please call Louis at 413-250-7806 or griff015@netzero.net. MA.

1963 Sprint Hardtop. White with blue interior. Two speed automatic transmission, P/S, Factory A/C, Mag. 500 wheels, no tach. Runs well. Very good condition. \$9000. OBO Call Jim, 925-449-0465 or jstorm63@sbcglobal.net. CA.

1963 Falcon Futura. Red two door hard top. 122,000 original miles. Stored indoors. Car is original and has been restored. Six cylinder motor, bucket seats, new tires, a/c. Asking \$12,900. John Prose, 954-467-8371 or kelautoaircondit@bellsouth.net. Fort Lauderdale, FL.

1963½ Falcon Futura two door hardtop with black vinyl top. 302 high performance engine with five speed transmission. Heritage Burgundy with burgundy and black interior. Danny McMahan is

ready to let go of his fun-to-drive car that he has owned since April 1964. \$18,000 firm. Danny, 407-957-5755. MN.

1963 Falcon four door sedan, 170 six cyl. Glacier Blue, automatic transmission, bench seat. Interior excellent, original four lug rims in the trunk. Runs great. \$3750. See photos in November issue. Karen or Don Bone, 410-754-5423. MD.



1965 Ford Falcon Futura Sprint Convertible. 289 C.I./225 HP. C4 Automatic Trans. Total frame off restoration. 55,000 miles. A.C., P.S. Immaculate California "Black Plate" car. No detail left undone. A must see show stopper car. One of 300 built. Less than 20 left. Plenty of other

—Continued on page 18

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Classified Ads

—Continued from page 15

photos available upon email request.
\$35,000. Brian, 617-513-1267 or kate-
bliar47@aol.com. Boston, MA.

1966 Falcon Ranchero. Red, 6 cylinder engine, three speed manual transmission. Would make a good daily driver or could be restored. \$2000 OBO. Also have second Ranchero for parts. Stan Mitchell, 864-980-6031. SC.

1965 Ford Falcon Sedan Delivery, \$4000. 1965 Ford Falcon Futura HT, \$1200. 1965 Ford Falcon Futura H/T, \$600. 1968 Ford Falcon 2 door sedan, \$500. 1965 Ford Falcon 2 door H/T, \$700. 1960 COMET 2 door V8, \$800. 1976 Ford Ranchero GT, \$7500. Call or email Don Branson, 4097 Hwy T, Marthasville, MO 63357-2019. 636-228-4501 or dbranson@mail.win.org.

1968 Futura sedan, clean, straight, rustless, 63,000 miles, 289, AT, AC, PS, great driver. To arrive in style is appreciated by those who know and want the best. \$4200, Cliff, hhazard87002@yahoo.com, NM.

Three Econolines. One pickup has good glass except for cracked windshield. Good chrome front bumper. Second pickup has good glass. No tailgate. No seats. Third is enclosed Super-Van. Good glass. No instrument cluster. All rusty. \$2500 for all three. Call Royce Jordan at 229-881-2867. Sylvester, GA.

What Your Cell Phone Can Do-NOT!



Other Letters to the Editor

—Editor's Note

Whew! I started getting some interesting emails after I reprinted "Things Your Cell Phone Can Do" in the November issue. A few people emailed me right away saying it was a well known hoax and none of it was true. I had tried two of the items before printing, the serial code retrieval and low battery fix. They both worked. I did not try the Emergency number for obvious reasons and my 1962 Falcon does not have an automatic key opening fob that transmits radio signals—darn!

Mark Burgess and his fiancé had a different experience and Marvin weighs in too with his thoughts. Decide for yourself what you may want to attempt or not.

Reminder: Before attempting any of the Tech Tips or other information in *The National Falcon News*, please be aware that neither the FCA nor the Editor is responsible for the accuracy of information contained in third party material, although we do our best to insure accuracy.

Mark has kindly agreed to draft an email and send to all Chapter Presidents warning members of the possible charge from the "free" information listing. The Editor is grateful to Mark for taking on this task before a printed correction could be run. His email is below.

The Editor apologizes for any inconvenience.

Dear Chapter Presidents:

I tried some of the Cell Phone Helpful Tips contained in the November issue, and most don't work. The unlocking of a car with two phones doesn't work. I have read about this before, and I believe it's because the key fobs transmit a radio signal, not an audible signal, and cell phones can't transmit that over the phone. The 16 digits entry works. The battery power entry did not work on my phone, but may on others. I have an iPhone.

However, the main reason for my contacting you is for the free 411 suggestion. Yesterday, my fiancé used the free 411 number and INSTANTLY got three text messages thanking her for joining an unlimited ringtones subscription for a monthly fee of \$9.99. There was one message in the sequence that instructed her to text "STOP" as a reply to stop any future charges. She did that right away. She then got another text saying that she would not incur any *more* charges.

Sure enough, she called her cell phone provider and there was a \$9.99 charge on her account, and it would have continued on a monthly basis had she not contacted them. Fortunately, they removed the charge, but are unable to prosecute as fraudulent charges because it's third party. So, if anyone has tried this, they need to call their providers to get it removed.

Please pass the word on to your chapter members as soon as possible.

—Mark Burgess (FCA #480)
Cape Cod, Massachusetts
Northeast Chapter

Hello!

I just received my copy of the National Falcon News and wanted to bring your attention to aforementioned article. I went to snopes.com and found out that the information in the article, printed verbatim, is an urban legend. The only true part is the last, the "free" 411 information (www.free411.com).

Just wanted to bring this to your attention.
Thanks!

—Marvin Mosness (FCA #9220)
Greeley, Colorado

Editor:

I would like to thank all the FCA Members, Visitors, Hyatt Staff and Metro Detroit Chapter Members who donated their Michigan ten cent deposit soda and beer containers to the fund raiser that I was overseeing. Your generosity brought in \$145. to Homes for our Troops.

All of the Pull Tabs from those cans were removed and given to Chuck and Jackie Altmann who in turn gave them to the Ronald McDonald House. If you care to learn more about this organization and what they are doing to help our severely injured troops, please go to their website, homesforourtroops.org.

Thank you for your support.

—Jack Leeds (FCA #8118)
Novi, Michigan

Dear Editor:

As a lover of all things Ford, I enjoyed studying the bird's eye photo of the Dearborn Classics show on page 31 of the October issue. That might be the most Rancheros I've ever seen in one place. But what's that in the third row? Right there between the Galaxie wagon and the Comet? It looks like a 1964 Comet Ranchero! Does anybody know the owner? I sure would like to see some close-up photos of it.

Thanks for the great work on the magazine. It just keeps getting better and better!

—J. E. Gifford (FCA #5288)
Bloomfield, New York

Fly Around Corners with Your Falcon!

—Continued from page 3

than stock. Next, I would advise ordering a Shelby style front sway bar, about one inch in diameter to replace the little one Ford originally stuck in to save a few cents. These are available from a number of sources. I have found the "Quicktor" bar or the one from Mater Racing to work very well. Now is the time to order a set of stabilizer link bushings out of polyurethane too. These links and bushings will improve your stock Falcon if you keep the front end original.

These three modifications will make your Falcon a flyer in the corners, but if you want to soar, add a rear sway bar next. I would start with a 5/8 inch bar first. Note: for auto cross action, I went to the ultra stiff rear springs that Mater sells rated at 200, versus a stock Mustang rating of 120-140. It has a fifth partial spring. For less stiffness but still less roll, try the Shelby style traction bars. These will require some

welding, but bolt up if you also get longer U bolts for the axle.

When replacing the rear spring, do not use the old rubber; it is probably very tired and this is an inexpensive saving not worth the final results. Rear lowering blocks are nice to add now, but with wide tires you may find, as I did, that you need more room in the wheel well and cannot do this. Boy, is it cornering flatter now! But wait, there is still more to do if you are not faint of heart.

All 1965-66 Shelbys came with a quick steering package which will fit your V8 manual steering car too. This cuts down the lock to lock turns necessary for steering. The kit is available from Mustang suppliers, and with the rental of a puller for \$5-\$6 you can do this too. It replaces your tired Pittman and idler. Kanter or Just Suspensions will carry the front end parts (again, tie rod ends and ball

—Continued on page 22

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Designed exclusively for your vintage Falcon, Dearborn Classics is pleased to present these exciting new products—at Special Introductory Pricing. But only until the end of November! To get this special pricing, you must mention code: DCX10B.

1964-1965 Falcon Fuel Filler Relocation Kit

In response to customer input, this ingenious kit was developed to eliminate the very common problem of gas spill on 1964-65 Falcons. If you own one you know how hard it is to fill your tank without spilling fuel out on your tail panel, and of course the awkward position involved! This kit allows you to relocate your gas filler into a vertical position right in front of your trunk latch for easier "no spill filling". We have used a high quality marine style gas cap with a custom bracket and filler tube that bolts into stock locations. Kit includes the filler cap, filler pipe, mounting bracket, rubber hose and proper clamps. We also added a plate to allow you to bolt your stock cap to the inside of the trunk so the expensive stock gas cap cannot be opened or stolen. Not only are you solving your fuel spill issues, you're also reducing the possibility of theft of your decorative chrome gas cap. This kit is in production and expected to hit our shelves soon! Order today.



GTR64X .. 64-65 Falcon Fuel Filler Relocation Kit ..kit 229.95..Sale 206.96

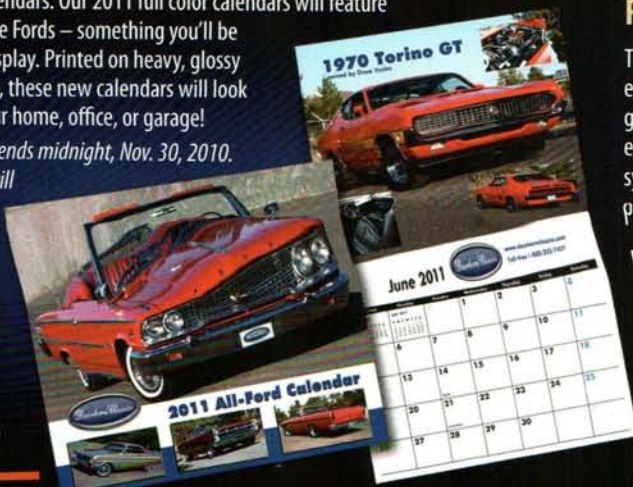
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NOTE: Offer ends midnight, Nov. 30, 2010.

Calendars will be mailed separately

(not with your parts order) in early December.



Courtesy Light

When you're getting out of your car at nighttime, it sure helps to be able to see the ground below. This courtesy light will do the job, plus it also features a red light to let other drivers know your door is ajar. These courtesy lights were originally used on Mustangs, and are not original on Falcons. They are, however, a very nice upgrade for your door panels.



DCL101..... Courtesy Light (Replacement) ea 49.95..... Sale 44.96



1962-1963 Falcon Trunk Lock Assembly

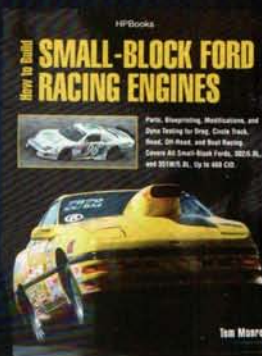
We now offer the trunk flip lock assembly for the 1962-1963 Falcon. This is a die cast chrome plated assembly with the gold colored "flip" door. The insert and trunk lock are not included, and are sold separately. A high quality reproduction made to original specifications.

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Fly Around Corners with Your Falcon!

—Continued from page 20

joints and A arms are the same as the V8 early Mustang) and this is a good time to replace them. From Mater, I also bought the steel lined front strut bushings. Replacing the whole arm is more expensive than chiseling off the old ball joint, but I find it quicker and better to do the whole thing. On my Shelby, one arm was bent and the other cracked even though it was a 30,000 mile car.

With the shop manual now very dirty and the front end all apart, you may want to go to stiffer springs (820 for the serious driver) or cut part of a coil to lower the front. The early Shelby's had lowered front A arms and the templates have been published before in Super Ford, Mustang monthly and the Shelby American magazines. Basically, you drill two new holes to mount the upper arms on either side. It is not that hard to do and will help. Get to an alignment shop as soon as you can to set up the front end correctly. I run a fairly radical camber, and this is not advised for the street.

Combine all these changes and I guarantee you will surprise your fair share of Camaros, Mustangs and other muscle cars. I run fairly wide 15 x 7 inch rims and 20540 15 inch Good-years because that's all that will fit with my rim offset.

One final suggestion—when you go into a corner, you need to settle the car down before turning. Brakes *that work and work well really give your suspension extra assistance.* Front and rear discs are the trick, but a very expensive way to go. Instead, I suggest you first try a set of semi-metallic brake pads, about \$120 for four wheels.

BEFORE YOU GET STARTED:

The information herein was republished only to show the possibilities of transforming your average driving Falcon into a vehicle that could compete with road manners of today's driver. This article and suppliers mentioned in this article quite possibly are dated (20+ years) so do your research thoroughly before starting your improvements.

—Bill Branch (FCA #1127
Phoenix, Arizona

Reprinted from The Desert Flyer,
Arizona Chapter. Bill Lind, Editor

IMPORTANT NOTE:

Please review Tech Tips (and any other information) and determine for yourself if this information will fit your application. Neither the FCA nor the Editor are responsible for information contained in third party submissions. Also not responsible for cut fingers, lost tools, head scratching or dementia resulting from their use. Read and use at your own risk. Some tips are dangerous in the wrong hands, quite possibly yours.

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FCA Regularly Scheduled Chapter Meetings

Alamo Chapter
San Antonio, TX
 2nd Sun.—monthly
 Pig Stand, 1508 Bdwy.
 San Antonio TX
 (210) 287-4498

Arizona Chapter
 Phoenix, AZ
 2nd Sat. except June,
 July, Aug. at Berge Ford,
 460 E. Auto Center Dr.,
 Mesa, AZ
 (480) 888-0589

Bluegrass Chapter
Louisville, KY
 2nd Sat. March, June,
 September, December
 4:30 PM at Shoney's at
 Fern Valley Rd.
 (502) 231-8715

Blue Ridge Chapter
South Carolina
 3rd Sun.—monthly
 Greer, SC
 (864) 879-1060

Capital City Chapter
Austin, TX
 3rd Sat.—monthly, 4 PM
 (512) 670-0544

Carolinas Chapter
Charlotte, NC
 1st Mon.—7 PM
 Holiday Inn Express
 Hotel, 2491 Wonder
 Dr., (Exit 60: I-85)
 Kannapolis, N.C.
 (704) 736-1920

Central California
Falcons
Bakersfield, CA
 1st Tuesday 6:30 PM
 Marcia's house,
 5304 Southshore
 (661) 587-8539
Central California
Falcons
Fresno, CA
 3rd Thursday at
 Applebee's in Clovis, 98
 Shaw Ave. 7:00 PM
 (559) 322-0108

Early Falcon Car Club
of Victoria, Inc.
Australia
 1st Tue. 7:30 PM
 Cafe Hotel, Melbourne
 9369 1574

Founder's Chapter
Arkansas
 2nd Sat.—monthly
 (501) 605-1370

Gateway Chapter
St. Louis, MO
 4th Sun.—monthly
 (636) 677-4670

Golden Gate Chapter
San Francisco, CA
 2nd Sat.—Odd Months
 (408) 293-5848

Hoosier Chapter
Indiana
 1st Sun.—monthly
 Edwards Drive-In
 2126 S. Sherman Dr.
 Indianapolis
 (317) 786-1638

Lone Star Chapter
Mt. Pleasant, TX
 3rd Sun.—monthly
 (903) 572-9593

Metro Detroit Chapter
Detroit, MI
 1st Sun.—bimonthly
 Holiday Inn Southgate,
 17201 Northline Road,
 Southgate, MI
 (313) 382-2993

Mid America Chapter
Kansas City
 1st Fri.—monthly
 (913) 592-3571

Mile Hi Chapter
Denver, CO
 3rd Fri.—monthly
 (303) 857-9360

Music City Chapter
Nashville, TN
 Monthly Meetings
 Call for dates/locations
 (615) 452-0321

Northeast Chapter
New England
 3rd Sat.—monthly
 northeastfalconchapter.
 com
 (952) 334-1654

Northland Chapter
Minneapolis, MN
 2nd Sat.—odd months
 (952) 334-1654

Rainier Chapter
Seattle, WA
 3rd Wed.—monthly
 except Dec., Feb. Varied.
 RainierFalcons.com
 (206) 290-3093

River City Chapter
Sacramento, CA.
 2nd. Sat. even months
 12:00 PM, Round Table
 Pizza
 1566 Howe Ave
 Sacramento, Ca.
 (209)957-0974

So-Cal Falcons
Burbank, CA
 2nd Sat.—bimonthly
 (818) 845-9725

Sooner Falcons
Oklahoma City
 3rd Sat.—monthly
 (405) 205-3497

Sonoma County
Santa Rosa, CA
 1st Thurs.—monthly
 (707) 539-2860

Southeast Chapter
Georgia
 1st Sun.—monthly
 (770) 887-6268

Space City Chapter
Houston, TX
 2nd Sat.—monthly
 Prince's Drive-In, I-45 &
 Fuqua; 6:00 PM
 (713) 703-5110

Star City Falcon Club
Roanoke, VA
 Monthly meetings
 Call for date/location.
 (540) 254-1515

Virginia Falcons
Richmond, VA
 2nd Sun.—even months
 (804) 739-1615

Wheat State Chapter
Wichita, KS
 2nd Sat.—even months
 (316) 655-0697

Wild West Falcons
Chapter
Western Colorado
 Meetings Quarterly
 Call for dates & locations
 Ted (970) 314-2498

Extended FCA Convention Coverage

Dearborn, Michigan 2010 National Meet

—Continued from page 12

So we are extending the coverage of the 2010 National Meet to include not only this issue, but a spread next month contributed by Rainer (Ry-ner) Hantschel, our Longtime Chief Field Correspondent will display his unique look at the meet in the February issue. Plus a special photo feature on the valve cover races to round out the coverage.

All this is a not-so-subtle message that you are really missing out by not attending the FCA National Conventions.

This year—2011—the meet will be held in the picturesque town of Steamboat Springs, Colorado, from July 14–16. Use the form in this issue to register now!



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